

***PUBLIC
INVOLVEMENT
MEETING***

Lake Drive, City of Milwaukee
E. Newberry Boulevard to E. Edgewood Avenue
Project ID 2225-15-00
Milwaukee County



April 21, 2022, 6:30 - 8:30 P.M.

University of Wisconsin – Milwaukee
Helene Zelazo Center
2419 East Kenwood Boulevard, Rm 171
Milwaukee, WI

WELCOME

Public Involvement Meeting #2

Welcome to the public involvement meeting for the Lake Drive reconstruction project. The City of Milwaukee and the Wisconsin Department of Transportation (WisDOT) are in the process of designing an improvement project on North Lake Drive, from E. Newberry Boulevard to E. Edgewood Avenue. We invite you to view the exhibits, talk with the City of Milwaukee and WisDOT staff, ask questions, and provide comments.

The purpose of today's meeting is to:

- Update attendees on the project status since Public Involvement Meeting #1 (July 15, 2020)
- Present current design alternatives and proposed improvements
- Obtain comments, concerns, or suggestions
- Answer questions regarding the project

Current Road Conditions



Bike Accommodations: Yes



Bus Route: No



Average Daily Traffic Count:
6,100 for E Newberry Blvd to E Kenwood Blvd
19,000 for E Kenwood Blvd to E Edgewood Ave



Posted Speed: 30mph

Right of Way: 100'

Existing Roadway Width Between:

- E. Newberry Blvd to E. Kenwood Blvd: 44 ft
- E. Kenwood Blvd to E. Hampshire St: 62 ft
- E. Hampshire St to E. Edgewood Ave: 46 ft



LAKE DRIVE

PROJECT NEED & FUNDING

Project Need

North Lake Drive from Newberry Boulevard to Edgewood Avenue was originally built between 1908 and 1916. The existing concrete paving layer from Kenwood Boulevard to Hampshire Street was constructed in 1969, and the existing concrete paving layer from Hampshire Street to Edgewood Avenue was constructed in 1952. The street was resurfaced with asphaltic concrete in multiple phases between 1983 and 2008 to improve the pavement condition. However, the street showed signs of deterioration in various locations due to the degraded substructure of the pavement. The underlying concrete base on Lake Drive continues to deteriorate and has deteriorating joints, severe reflective cracking, and failed patches along the entire length of the project. Continuing to maintain through rehabilitation (asphaltic overlays) is no longer cost-effective.



DETERIORATED PAVEMENT

Project Funding

Project funding sources are Federal/State and Municipal (City of Milwaukee). The approximate funding breakdown for the preliminary engineering and construction activities are as follows:

Preliminary Engineering: 75% Federal/State and 25% Municipal

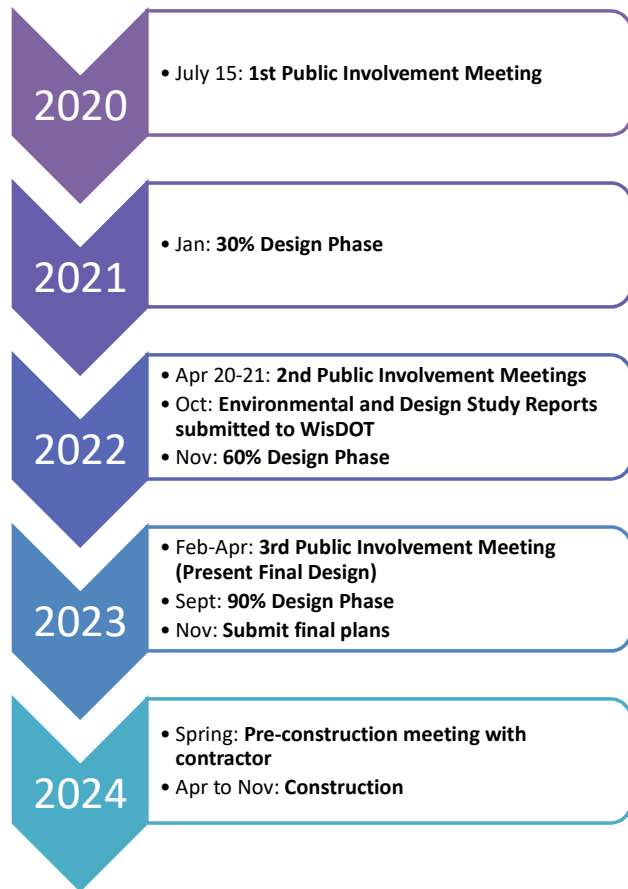
Construction: Pavement related items are currently estimated to be 78% Federal/State and 22% Municipal due to the inclusion of parking lanes in this project. Funding of parking lanes is 100% Municipal, calculated as a percentage of parking area compared to the total pavement area. The construction funding breakdown will be revised based on the final design.

PROJECT GOALS & SCHEDULE

Project Goals

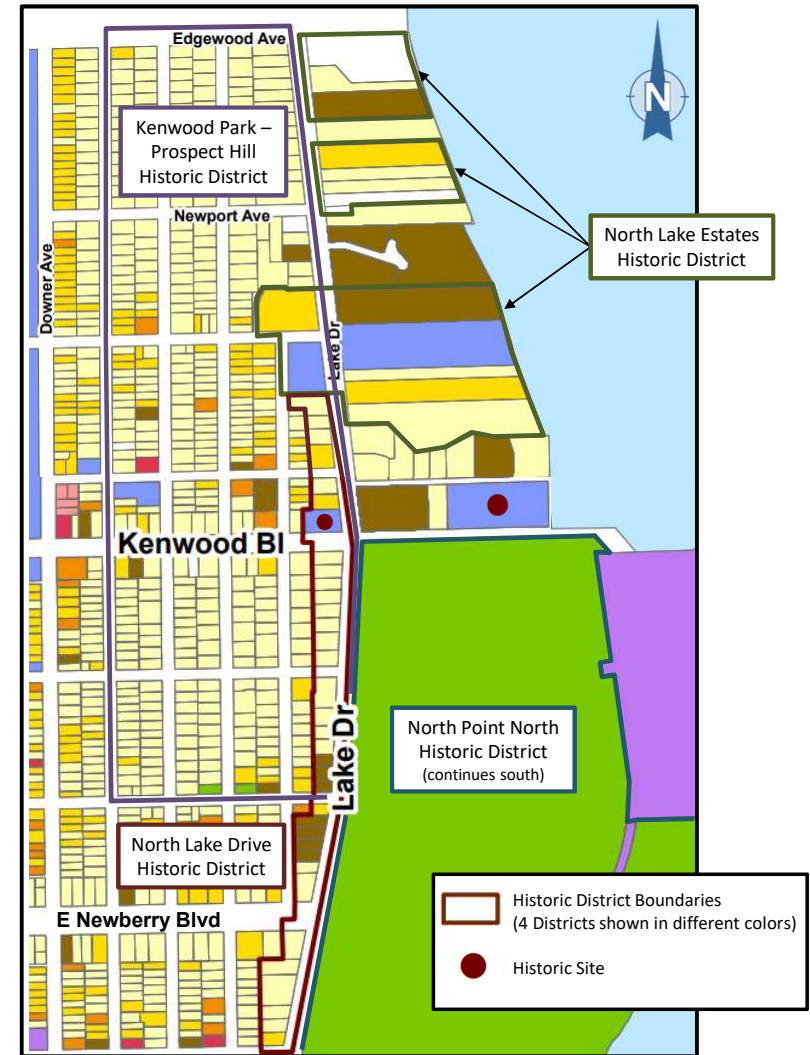
- Upgrade pavement conditions and traffic signals
- Preserve historic features along the roadway
- Better organize all modes of traffic
- Improve visibility for all users
- Make travel safe and comfortable for all users

Project Schedule



HISTORIC PRESERVATION

The City of Milwaukee and WisDOT are committed to the preservation of locally and nationally designated historic sites and districts along Lake Drive. The University of Wisconsin – Milwaukee has been hired as a consultant to determine the impacts of this project on the historic features. Furthermore, the project limits are located within a portion of the Historic Water Tower Neighborhood. The base map was produced by the Department of City Development Information Center in December 2009; annotation added for the purposes of this presentation.



PROPOSED IMPROVEMENTS

Curb Extensions (bump-outs)

Curb extensions are being proposed at select corridor locations to:

- Increase pedestrian visibility by preventing people from parking too close to crosswalks,
- Reduce crossing distances and decrease pedestrian exposure to motorists,
- Prevent illegal passing on the right in the bike or parking lane, and
- Encourage slower motorists speeds while making turns at intersections and driving along the corridor.

Curb extensions are also being considered at various side street locations. This includes ongoing coordination regarding the City of Milwaukee Bike Boulevard Plan being developed concurrently with this project.

Drainage Improvements

The existing storm sewer lateral pipes are undersized and will be replaced with new pipes that meet current design standards. The inlets along the project will be replaced as well.

Traffic Signal Upgrades

The Kenwood Boulevard signalized intersection will be upgraded to include monotube mast arms. Monotube mast arms provide clear direction with a signal face over each lane and flashing yellow arrows for left turn lanes.

Sidewalk Replacement

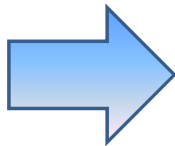
Sidewalk will be replaced based on condition, grade change, and to meet Americans with Disabilities Act (ADA) standards.

Curb Ramps

Existing curb ramps are not all in compliance with current ADA standards. The proposed improvement will replace all deficient ramps with ADA compliant curb ramps.



DEFICIENT CURB RAMP



COMPLIANT CURB RAMP

Signing and Marking

Signing and marking plans will be developed as part of final design. Additional improvements may include:

- High visibility crosswalk markings
- Signage to improve pedestrian safety



CURB EXTENSION (BUMP OUT)
EXAMPLE



SIGN EXAMPLE



HIGH VISIBILITY CROSSWALK
EXAMPLE

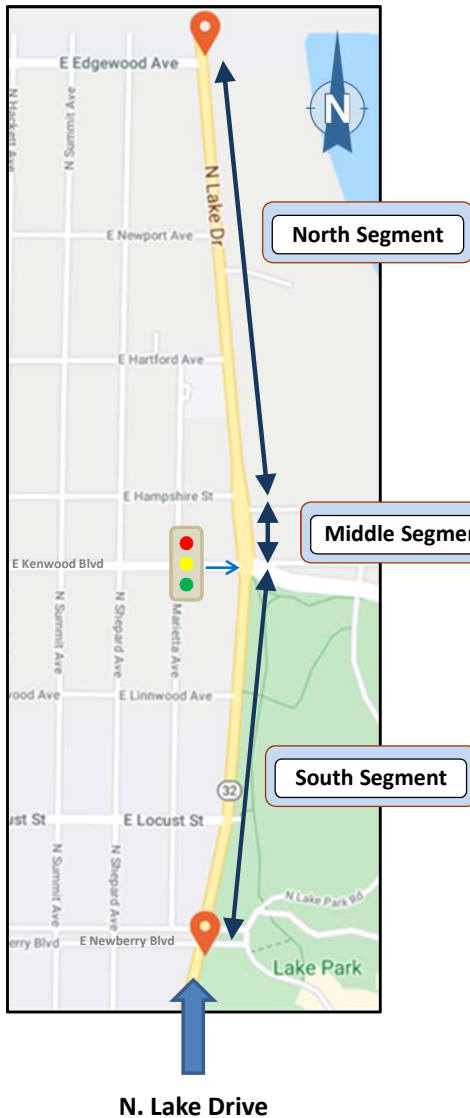


UPGRADED TRAFFIC SIGNAL
EXAMPLE

Incorporation of Comments Received Tonight

The project team, in coordination with WisDOT, will consider all comments received at the public involvement meeting to develop a final design.

DESIGN OVERVIEW



Proposed improvements for Lake Drive include removing and replacing deteriorated pavement, curb & gutter, driveway approaches, and sidewalk. To accomplish these improvements, design alternatives are provided to you in three segments of roadway between Newberry Boulevard and Edgewood Avenue.

The segments are as follows: Hampshire St to Edgewood Ave (North Segment), Kenwood Blvd to Hampshire St (Middle Segment), and Newberry Blvd to Kenwood Blvd (South Segment).

PREFERRED DESIGN (North & Middle Segments)

Hampshire St to Edgewood Ave (North Segment):

Existing



Preferred Design



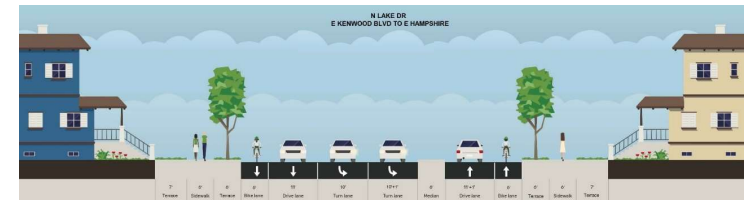
One travel lane in each direction will be provided with parking on both sides of the road and bike lanes adjacent to driving lane. This design will be the same as existing and meets WisDOT minimum distances required for travel lanes.

Kenwood Blvd to Hampshire St (Middle Segment):

Existing



Preferred Design



One travel lane in each direction will be provided with two south bound left turn lanes at N. Lincoln Memorial Drive. Bike lanes are adjacent to the driving lane. A 6-foot wide concrete median is provided.

DESIGN ALTERNATIVES (South Segment)

Newberry Blvd to Kenwood Blvd (South Segment):

Existing



Three alternatives are being considered including one travel lane in each direction with:

1. Parking only on east side of roadway with buffered bike lanes adjacent to curb,

Alt 1



2. Parking on both sides of roadway with bike lanes adjacent to driving lane (roadway 4-ft wider on east side)

Alt 2



3. Parking on both sides of roadway with separated raised bike lane at sidewalk level behind the curb, or

Alt 3



FREQUENTLY ASKED QUESTIONS

How important is this roadway?

This roadway is a major thoroughfare located on Milwaukee's east side neighborhood.

Will the roadway be open to traffic during construction?

Lake Drive will be open to a minimum of one lane of traffic in one direction throughout construction. Residents will be able to call the City of Milwaukee and get a temporary parking permit to park on nearby streets and/or vacant City lots.

Will abutting property owners be assessed?

Cost not covered by federal funding will be locally funded. Assessments will be calculated for sidewalk and driveway replacement based on the City's share of the final cost. Assessments will go out around the 90% design phase to property owners if needed.

Will there be impacts to trees along Lake Drive?

Impacts to trees will be avoided wherever possible. Trees will continue to be maintained with routine maintenance practices.

How will this project affect bus service?

Lincoln Memorial Drive currently carries a bus route crossing Lake Drive providing service to UWM. Coordination will be done with the appropriate parties to maintain the route.

Will curb extensions be installed as part of this project?

Curb extensions will be considered at select intersections throughout the project limits.

What is planned for the intersection with East Kenwood Boulevard?

One of the two northbound right turn bypass lanes on Lincoln Memorial Drive and one of the two northbound lanes between Kenwood Boulevard to Hampshire Street will be removed as part of this project.



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Please use this space to jot down any notes, thoughts, or questions for later.

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We appreciate your verbal or written comments. For written comments, please complete the comment form found at the sign-in table, and leave it with us or mail it back no later than May 9, 2022.



CONTACT INFORMATION

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